

## **Rosburn Way Traffic Calming Report**

Date: 01-30-2025

Becca Eversole-Robinson, Transportation Planner, Town of Carrboro

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Traffic calming requests in Carrboro are processed in accordance with the Residential Traffic Management Plan (RTMP), originally adopted by the Board of Aldermen in June 1996 and most recently revised in October 2006.

### **Background**

A previous petition for traffic calming was submitted for Rosburn Way in 2010. Analysis for this petition found that one location, Rosburn Way at Palomar Ct, was eligible for Stage 1 and 2 traffic calming. In 2011, the Board of Aldermen approved Stage 1 traffic calming. The result was the installation of a three-way stop at Rosburn Way and Palomar Ct and increased police enforcement.

### **Request**

On 03-28-2023 and 04-01-2023 respectively, Jeffrey Glick and Ben Williams of the Kent Woodlands neighborhood submitted traffic calming requests for Rosburn Way from Culbreth Rd to the Carrboro town limits, where the street continues into Chapel Hill. Mr. Glick serves as the neighborhood's primary contact person for the traffic calming process, and Christina Leitzel is the neighborhood's secondary contact person.

Mr. Glick described the following concerns:

- The existing speed of 25 mph is too high for the street, particularly for those areas with significant curves blocking the view of pedestrians from motorists.
- There is a community park at one of the curves which includes a path that is frequented by students walking to Carrboro High School. The park is located on both sides of the street.
- Aggressive driving around the curves and speeding beyond the 25-mph limit has been observed, particularly by school buses and delivery vehicles.

Mr. Williams described the following conditions:

- There is a blind curve southbound on Rosburn Way coming from Culbreth Rd and cars tend to accelerate up the hill.
- People frequently do not obey the stop sign at the Palomar Ct intersection.
- Several "near misses" have occurred with kids crossing the street at the neighborhood park.

Mr. Glick offered the following possible solutions:

- A speed table for the community park that would also serve as a crosswalk for the high school path.
- Reduce the speed limit to 15 mph.
- Adding signage to remind motorists that children are playing in or near the streets.
- Additional speed bumps at strategic locations.

Mr. Williams offered the following possible solutions:

- Raised speed tables/crosswalks.
- Reducing speed on Rossburn Way.
- Adding signage and perhaps lighting to bring awareness to the stop sign at Palomar Ct.
- Adding signage indicating children are at play.

## **Petition**

After Town staff verified that Rossburn Way was a Town-maintained street, a petition packet was mailed by Town staff on 08-07-2023. The petition packet included copies of Attachment B of the RTMP (neighborhood petition form), an area of influence (AOI) map (see attachments), and an AOI property list.

A petition was received, signed by 21 of the 26 AOI properties. Staff were able to verify all 21 of these, or 80.7% of the AOI. This surpassed the 75% RTMP threshold, so it was determined to be valid, and the evaluation period could begin.

## **Evaluation**

The RTMP states:

In general, streets that receive up to 25 points are eligible for Stage 1 Traffic Calming only. Streets that receive a combined total of at least 12 points in the "Traffic Volume" and "85th Percentile Speed" criteria and more than 25 points total will be eligible for both Stage 1 and Stage 2 Traffic Calming.

RTMP p. 3 lays out the evaluation criteria, performance measures, and scoring.

### Traffic volume and 85<sup>th</sup> percentile speed

On 11-15-2023 and 11-16-2023, Town staff conducted two-way, 48-hr. traffic and speed counts at two mid-block locations along the street:

- 403 Rossburn Way (near Palomar Pt)
- 301 Rossburn Way (near Bixley Dr)

The speed limit on Rossburn Way is 25 mph.

For each counter location, the higher 85<sup>th</sup> percentile speed of the two traffic directions surveyed was used for the analysis.

No segment traffic volumes exceeded the 800 vehicles per day (vpd) threshold in the RTMP for collector/subcollector streets. Rossburn Way was considered a subcollector for the purposes of this analysis. The results are included in the attached sheets.

### Pedestrian and bicycle volumes

On 03-20-2024 between 3:00 pm and 5:00 pm, Town staff conducted two-hour pedestrian and bicycle counts at two locations: the intersection of Rossburn Way and Palomar Ct, and the intersection of Rossburn Way and Bixley Dr. A map is attached showing the locations of the traffic and bicycle/pedestrian counts. The results are included in the attached sheet. It was sunny and 70F that day.

### Bus stops

Although the Chapel Hill Transit HS Route has a nearby stop: Culbreth Rd at Covenant Place, there are no CHT buses on Rossburn Way itself.

Consulting a list of bus stops provided by CHCS, there are two school bus stops on Rossburn Way:

- Rossburn Way and Palomar Ct
- 408 Rossburn Way

### Proximity to pedestrian generator

This analysis, which applies to retail locations and parks, was conducted via ArcGIS Network Analyst. No parks or retail are within the threshold network distances. An analysis map is included as an attachment.

### Scoring summary

The evaluation shows that neither location is eligible for Stage 2 traffic calming measures.

Location	Total Pts	Vol/spd Pts	Eligible stage
403 Rossburn Way	4	0	Stage 1 only
301 Rossburn Way	5	0	Stage 1 only

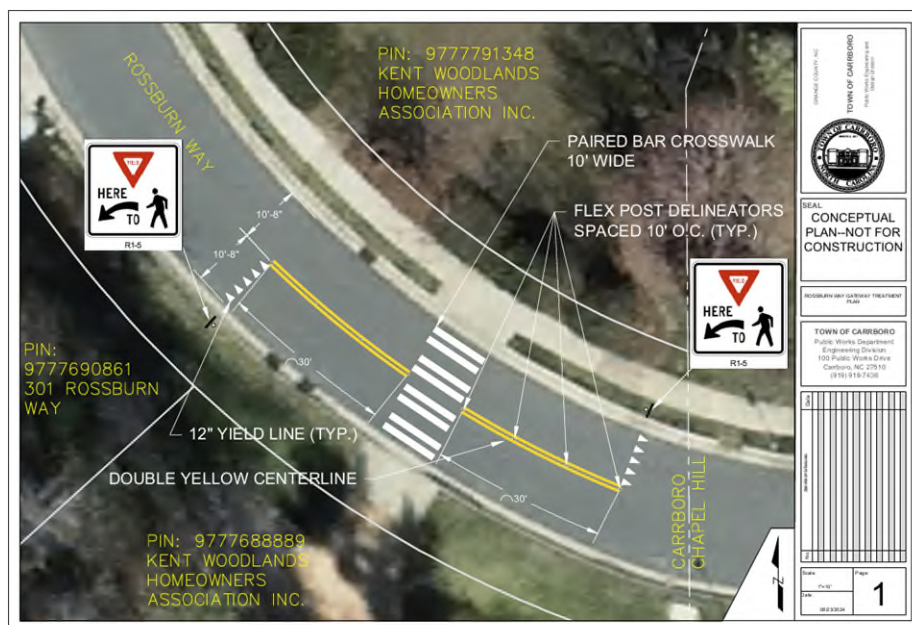
### Initial recommendation

As neither location is eligible for Stage 2 traffic calming, the initial recommendation is that Stage 1 traffic calming measures be considered on Rossburn Way.

The RTMP states that Stage 1 traffic calming “does not involve the use of physical controls or impediments on the roadway system” (p. 4). It lists Stage 1 measures as including:

- Neighborhood Awareness Campaigns and Education
- Radar Speed Trailer Deployment
- Traffic Enforcement Actions
- Traffic Signs and Pavement Marking
- Alternative Transportation Modes

The Traffic and Parking Committee considered the transportation planner recommendation during their April, May, and August 2024 meetings and recommended that Stage 1 traffic calming measures be implemented, including installing a treatment at the conflict point with the path used to reach the high school as well as increased police patrols at the intersection of Rossburn Way and Palomar Ct. A conceptual drawing of the treatment is located below:



This recommendation was taken to the Transportation Advisory Board (TAB) on September 5, 2024, which, after hearing a request from neighborhood residents for further study of the street, particularly at the initial curb into the neighborhood, decided to table the matter pending further study.

### **Additional Evaluation**

#### Traffic Volume and 85<sup>th</sup> Percentile Speed Counts

On 10-16-2024 and 10-17-2023, Town staff conducted two-way, 48-hr. traffic and speed counts at two mid-block locations along the street:

- 413 Rossburn Way
- 301 Rossburn Way (near Bixley Dr)

The speed limit on Rossburn Way is 25 mph.

For each counter location, the higher 85<sup>th</sup> percentile speed of the two traffic directions surveyed was used for the analysis.

No segment traffic volumes exceeded the 800 vehicles per day (vpd) threshold in the RTMP for collector/subcollector streets. Rossburn Way was considered a subcollector for the purposes of this analysis. The results are included in the attached sheets.

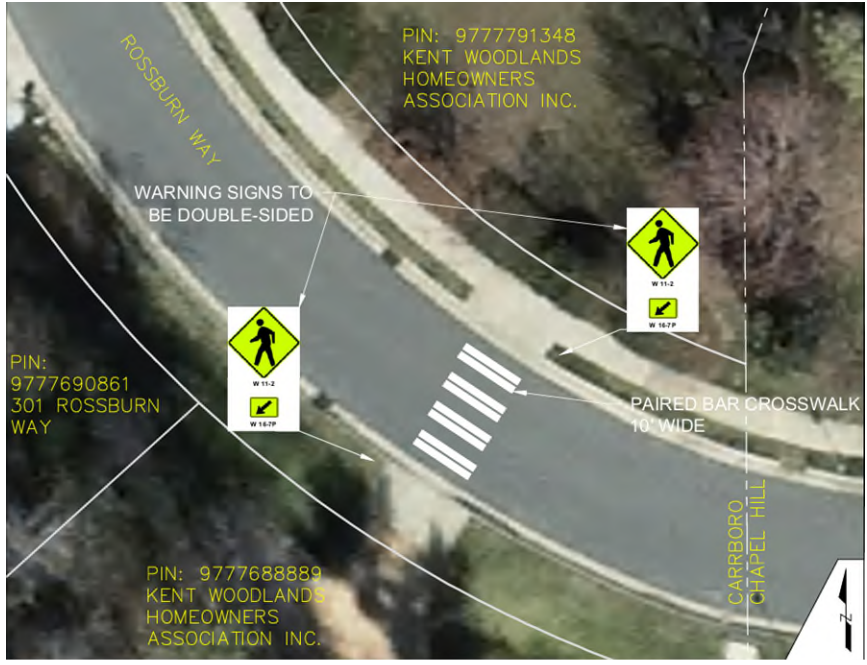
#### Scoring summary

The evaluation shows that neither location is eligible for Stage 2 traffic calming measures.

<b>Location</b>	<b>Total Pts</b>	<b>Vol/spd Pts</b>	<b>Eligible stage</b>
413 Rossburn Way	6	2	Stage 1 only
301 Rossburn Way	4	0	Stage 1 only

### **Revised Recommendation**

The Traffic and Parking Committee reconsidered the initial recommendation during their November and December 2024 meetings and recommended that Stage 1 traffic calming measures be implemented, including a simplified design treatment at the conflict point with the path used to reach the high school, as well as a short section of double yellow line adjacent to 413 Rossburn Way. Conceptual drawings of the revised crosswalk treatment and double yellow line are located below:



This recommendation was taken back to the Transportation, Mobility, and Greenways Advisory Commission (formerly the TAB) on January 16, 2025, who concurred with staff and recommended that the proposed calming measures be approved by Town Council.

## **Additional notes**

- Rossburn Way is approximately .4 mi in length, .3 mi of which is in Carrboro and .1 mi is in Chapel Hill.
- Rossburn Way begins at Culbreth Rd in Carrboro and ends in a cul de sac in Chapel Hill, with Bixby Dr (in Carrboro) and Nuttree Ln (in Chapel Hill) intersecting midway.
- Rossburn Way is the only access for one local street: Palomar Ct.
- Rossburn Way serves approximately 33 residential properties directly, as well as five additional residential properties on Palomar Ct.
- The road is approximately 21 ft. in width with no centerline or bike facilities. There are curbs on both sides and a sidewalk along the northbound side for the entire length of the roadway. The road slopes up from Culbreth Rd to Palomar Ct then eventually down to Bixby Dr. Horizontal curves in the road limit sight distance.